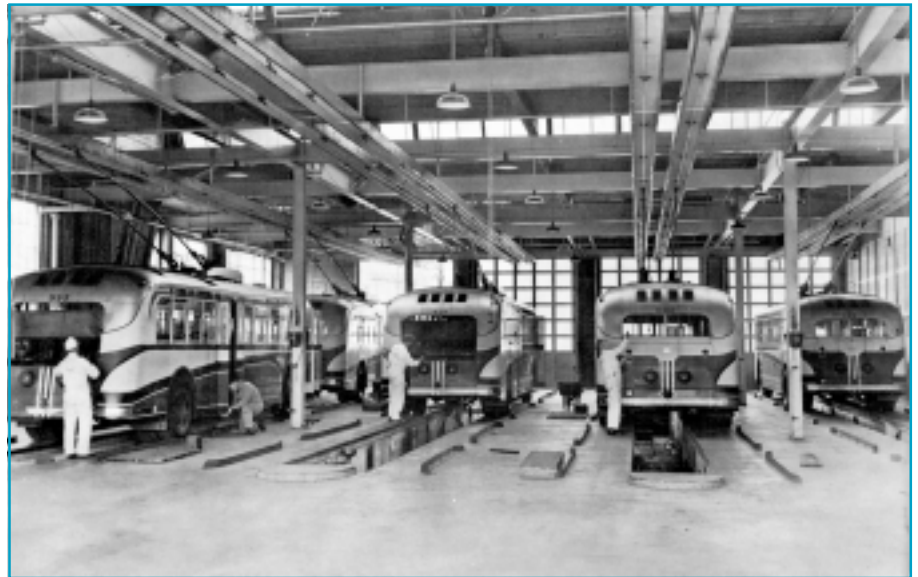


## **Atlantic/Central bases:**

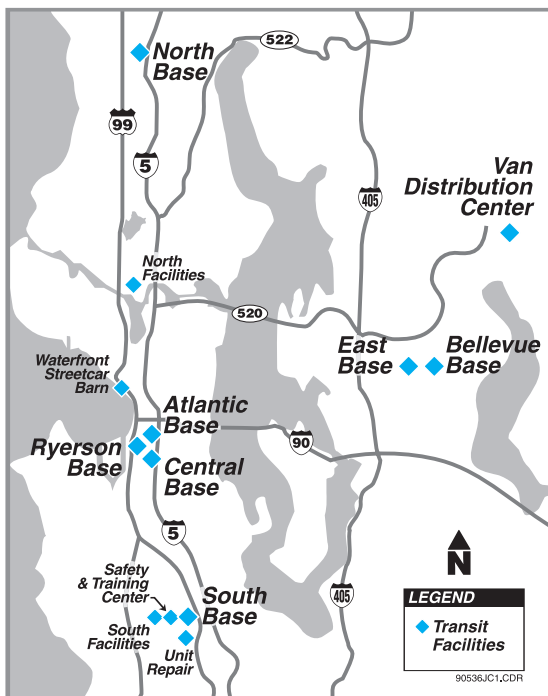
# Key to expanded transit service

*Expanding the Atlantic and Central bus bases is an important part of King County Metro Transit's long-range plan to meet the growing demand from residents and employers for more bus service in King County.*

*To accommodate more riders and provide more bus service, Metro expects to add about 600 new buses to its fleet by 2020. That means Metro will need adequate facilities to store and maintain its growing fleet. Metro is therefore examining various options for expanding the size and/or storage capacity at Atlantic and Central bus bases.*



**Mechanics maintain electric trolley buses at Atlantic Base, 1941.**



**Metro has transit bases throughout the Seattle/King County service area.**

## **What is a bus base?**

At bus bases, Metro repairs, cleans, fuels and stores its bus fleet. Bus drivers report to the bases to get their schedules and pick up and return the buses they use for their routes. Metro employs about 2,500 full- and part-time bus drivers assigned to seven King County bus bases: Atlantic, Ryerson, Central, East, Bellevue, South and North.

Metro has selected bus base locations carefully to reduce the time that coaches travel empty between bases and routes. By minimizing the nonrevenue travel time, Metro can provide more hours of bus service.

## **Why do we need to expand bus bases?**

Solving King County's transportation problems is a top priority. Metro plays an important role in the overall transportation

## **Who are we?**

**King County Metro is the transit agency responsible for bus service in King County. In addition, under contract to Sound Transit, Metro provides ST Express regional bus service. ST Express connects King, Pierce and Snohomish counties.**

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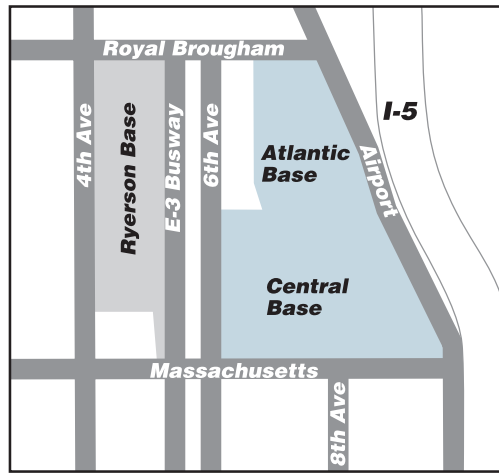
## Atlantic/Central

**Atlantic and Central bases — located in the North Duwamish Industrial District south of downtown Seattle — house, maintain and repair buses serving many of the core routes for Seattle neighborhoods. Because they are so close to each other, the bases are often referred to as Atlantic/Central.**

system that supports our regional economy. Nearly half a million employees ride to work and back every day on Metro buses. In addition, others take the bus for activities such as shopping, touring, recreation and getting to school.

Transit use has grown steadily over the past ten years. Many of our region's local comprehensive land-use plans promote increased transit service and coverage. That means more bus routes, longer service hours on existing routes and new connections. To add service and continue the same frequency of service for existing routes, Metro needs more buses, operators and mechanics — and a place to park, dispatch, and maintain buses that is strategically located to reduce nonrevenue travel time.

Most of Metro's bus bases are already operating at full capacity. To accommodate



**Atlantic, Central and Ryerson bases form the Central Campus.**

additional buses, Metro must acquire more space and build more bus base facilities.

## Are other bases expanding?

Atlantic and Central bases, known together as Atlantic/Central, are not the only locations where Metro is expanding bus base capacity. As part of Metro's strategic planning process, transit planners have identified the need for increased

base capacity on the Eastside, in central Seattle and in south King County. This is how Metro is addressing bus base capacity needs:

■ **Eastside.** In 1998 Metro reopened Bellevue Base, which had been closed for regular bus service since 1990 and used for the VanPool and *ACCESS* programs. In spring 1998 Metro opened its new Van Distribution Center in Redmond. That enabled Metro to reopen Bellevue Base for regular bus service and provide much-needed bus base capacity on the Eastside.

■ **Central Seattle.** Located in the North Duwamish Industrial District south of downtown Seattle, Metro's Ryerson, Atlantic and Central bus bases make up what is called the Central Campus. Metro is now expanding its bus parking capacity at Ryerson Base. Construction is scheduled to begin in 2000, with completion expected to coincide with State Route 519 access improvements.

Plans call for expansion of the adjacent Atlantic and Central bases, with new capacity expected in 2005 and additional capacity in 2009. Metro plans further expansion of the Central Campus after 2020.

■ **South King County.** Metro plans to continue responding to the need for increased bus capacity by building or expanding facilities in south King County between 2010 and 2015.



**Machinists perform a wide variety of services on buses in the Metro fleet.**

expand in the industrial district, where available property is scarce?

Atlantic/Central bases are strategically located to minimize the amount of time buses are being driven but not providing service to customers. Since Metro service hours are limited to available funds, additional time driving buses to the beginning and end of routes decreases the amount of service Metro can provide to the public.

Because Metro's services are subsidized by taxpayers, increased costs directly affect either tax rates or the amount of service available in the entire system. Like other businesses located in the North Duwamish Industrial District — for whom location is critical for delivering products to market in a timely and cost-effective manner — Metro has situated its bases strategically for the cost-effective dispatch of bus service to Seattle neighborhoods.

## Why expand the existing bases instead of building new bases elsewhere?

Reducing cost is an important factor in Metro's plans. The typical stand-alone bus base requires 12 to 18 acres. By expanding existing bases, Metro can add capacity for about two bus bases in the land area normally required for a single base. Also, by expanding existing bases, Metro saves overhead costs — such as supervisory staff — that would be duplicated with new, separate bases. By keeping costs low, Metro maximizes the number of service hours it can provide.

By expanding rather than building a new base, Metro can add about 23,000 hours of bus service with funds that would otherwise be spent on overhead costs. Using some

popular routes for comparison, Route 8 (Capitol Hill to Queen Anne) is 19,725 annual service hours; Route 5 (Phinney Ridge, Woodland Park Zoo and Shoreline Community College) is 46,035 hours.

## What are the proposals for expanding Atlantic/Central?

Expansion at Atlantic/Central is proposed to occur in three stages, enabling Metro to use the additional capacity immediately.

- By 2005, Atlantic/Central could house and maintain 100 additional buses.
- By 2009, Atlantic/Central could house and maintain 85 additional buses.
- Between 2020 and 2025, Atlantic/Central could house and maintain 150-220 additional buses.

In the meantime, Metro will be planning, designing, and constructing the expanded facilities. Metro will study business practices at the bases to make sure it uses these facilities in the most efficient and cost-effective manner possible and will relocate functions not directly related to bus service and maintenance.

Although Metro has established the need to expand its Atlantic and Central bases in Seattle's central industrial district, Metro is still exploring different alternatives. Metro must increase capacity at Atlantic/Central so it can house, maintain and service 385 additional buses — almost twice the number of buses normally housed at a single base. Proposals that meet this need call for acquisition of 10 to 13 acres west or south of the current Atlantic/Central location.

## Did you know?

- **Atlantic Base has been located in the North Duwamish Industrial District since 1941.**
- **Atlantic Base houses and dispatches all electric trolley buses serving Seattle.**
- **Central Base is the only base that provides 24-hour bus service.**

## Base facts

**Buses housed/ serviced at Atlantic and Central:** **about 340**

**Capacity of Atlantic/Central:** **about 370 buses**

**Capacity of Central Campus: (Atlantic, Central and Ryerson):** **about 570 buses**

**Employees at Atlantic/Central:** **about 1,010**

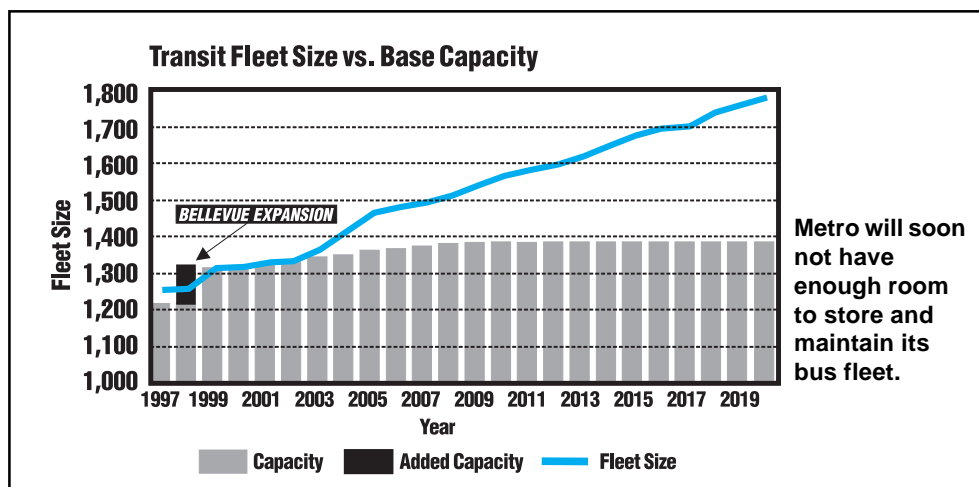
**Metro employees in North Duwamish district:** **about 1,500**

**Routes served out of Atlantic/Central:** **40**

**Annual service hours out of Atlantic and Central:** **about 983,800**

**Annual service hours out of Atlantic, Central and Ryerson:** **about 1,521,400**

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## What's next?

In summer and fall 1999, Metro staff will begin work on an Environmental Impact Statement, or EIS. This EIS will provide policy- and decision-makers more information about the project. As part of the EIS process, Metro will be reviewing possible site options, meeting with the public and getting comments, and conducting a technical environmental review.

Metro is working with Sound Transit on the possibility of co-locating Atlantic/Central with its Light Rail Maintenance Facility — as requested by community members and elected officials.

## Come to a meeting

King County Metro Transit is planning a public open house in summer 1999 to provide information about the project and give community members a chance to discuss the base expansion. To receive a meeting notice, please contact Barbara de Michele, community relations planner, at (206) 263-3792 (voice), (206) 684-1682 (TTY) or [barbara.demichele@metrokc.gov](mailto:barbara.demichele@metrokc.gov) (e-mail).

## Want more information?

Metro will be working with area businesses that require relocation assistance. For more information, please contact Gerrie Jackson, real property agent, at (206) 684-1334.

If your group or organization would like a presentation on the Atlantic/Central Base Expansion, or if you would like more information about the public review process, please contact Barbara de Michele, community relations planner:



King County  
Department of Transportation

**METRO TRANSIT**

Transportation Community Relations  
821 Second Avenue, M.S. 92  
Seattle, WA 98104-1598

## Atlantic and Central Base Expansion Project Schedule

<i>Task</i>	<i>Start Date</i>	<i>Completion Date</i>
Develop alternatives for expansion	1998	2000
Environmental review process	1999	2000
Property acquisition	2001	2002
Planning, predesign and final design	1998	2003
Business relocation	2001	2002
Phase I construction	2002	2006
Phase II construction	2007	2009

- Mail: King County Department of Transportation Community Relations, 821 Second Ave., M.S. 92, Seattle, WA 98104-1598
- Phone: (206) 263-3792 (voice) or (206) 684-1682 (TTY)
- E-mail: [barbara.demichele@metrokc.gov](mailto:barbara.demichele@metrokc.gov)
- Fax: (206) 263-3489.

If you would like your name added to the project mailing list, you may also call the Community Relations Hot Line, (206) 684-1146.

**For this information in accessible formats for people with disabilities, please call (206) 684-1162 (voice) or (206) 684-1682 (TTY).**

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